

For EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World 32.

Hongkong Daily Press.

ESTABLISHED 1857

By Appointment to H.M. the King.

When you feel thoroughly exhausted after a heavy day's work, begin your dinner with a

BOVRIL

SOUP
and so ward off indigestion.

No. 15,973. 號三十七百九千五萬一第 日五十月五年元統宣 HONGKONG, FRIDAY, JULY 2ND, 1909. 五拜禮 號二月七年九零百九千一英港香 PRICE, \$3 PER MONTH.

NEW PIANOS ON HIRE

AT
\$10 PER MONTH.

TUNING AND REGULAR
ATTENTION INCLUSIVE.

S. MOUTRIE & CO., LIMITED.

KOWLOON HOTEL

"THE GLORIOUS FOURTH."
A
GLORIOUS DINNER (Open Air)
Will be Served
On SUNDAY,
The 4th JULY, at 8 P.M.
SPECIAL MENU.
MILITARY BAND in Attendance.
GRAND ILLUMINATIONS!
GRAND DECORATIONS!
O. E. OWEN,
Proprietor.
[a692]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory.
In Bags 250 lbs. net \$3.45 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a527]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.
WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
8.45 p.m. and 9.00 p.m. 9.45 to 11.15 p.m.
every 4 hours.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.
SPECIAL CARS for arrangement at the
Company's Office, Alexandra Buildings, Des
Voeur Road Central.
JOHN D. HUMPHREYS & SON,
General Managers
Hongkong, 1st April, 1909. [549]

FOR SALE STEAMERS FOR SALE.

THE River Steamers "CHANG ON" and
"TEHSENG". Used to run on the
Yangtze, carrying Cargo and Passengers.
Cargo Capacity about 1,000 tons D.W. on
a draft of 11' 2" aft, 10' 6" forward.
Dimensions: Length, 253' 7" and 247'
respectively; breadth, 38 ft.
For further particulars please apply to
THE HOONG ON S.S. CO., LTD.,
15, Canton Road,
Shanghai.
Shanghai 11th June, 1909. [a678]

LANE, CRAWFORD & CO. (TELEPHONE 97). THERMOS FLASKS. INDISPENSABLE TO SPORTSMEN. A BOON IN THE NURSERY.

THESE FLASKS WITHOUT THE AID OF CHEMI-
CALS WILL KEEP HOT DRINKS HOT FOR 24
HOURS AND COLD DRINKS ICE COLD FOR A
LONGER PERIOD.

PINT SIZE QUART SIZE
\$12.00. \$18.00.

LANE, CRAWFORD & CO.

Hongkong, 17th June, 1909. [a33]

FOR BATHING PARTIES.

BLACKBERRY BRANDY,
CHERRY BRANDY,
CHERRY WHISKY,
ORANGE GIN,
PEPPERMINT,
SLOE GIN.

CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.
15, Queen's Road Central.
Hongkong, 4th June, 1909. [a35]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

BRANDY	★★★★	-	-	-	\$22.50
"	★★★	-	-	-	20.00
"	★★	-	-	-	17.00
WHISKY, PALL MALL	-	-	-	-	20.00
"	JOHN WALKER & SONS'	-	-	-	12.50
"	OLD HIGHLAND	-	-	-	-
"	C. P. & CO.'S SPECIAL	-	-	-	-
"	BLEND	-	-	-	10.50
PORT WINE, INVALIDS	-	-	-	-	20.00
"	DOURO	-	-	-	13.50
SHERRY, LA TORRE	-	-	-	-	16.00
"	AMOROSO	-	-	-	20.00
BENEDICTINE, D.O.M.	-	-	-	-	Qts. 40.00 Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO. HONGKONG AGENTS.

BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.
TELEPHONE, No. 695.

New Colonial \$1.75 EACH OR 3 FOR \$5.00.
Mr. Opp, by Alice Hegan Rice, Author of
Mrs. Wiggs and the Cabbage Patch.
Kingshead, by Baroness Von Hutton, Author
of Pam.
The White Sister, by Marion Crawford.
Noblesse Oblige, by M. E. Francis.
The Graven Image, by Mrs. Coulson
Kernahan.
Much Ado about Something, by C. E.
Lawrence.
The Shuttles of the Loom, by K. M. Edge.
The Love Story of St. Bel, by Bernard Capes.
The Canon's Dilemma, by Victor L. White-
church.
The City of Beautiful Nonsense, by E.
Temple Thurston.
Rose of the Wilderness, by S. R. Crockett.
The Sin of Alison Dering, by L. G. Moberly.
The Story of Virginia Perfect, by Peggy
Webb.
A Born Genius, by Alice M. Diehl.
St. Martin's Summer, by Rafael Sabatini.
The Dream and the Woman, by Tom Gallon.
[a32]

Stanley Gibbons' Catalogue of Priced
Stamps of the British Empire for
1909 1.75
Stanley Gibbons' Catalogue of Stamps of
Foreign Countries, 1909 1.75
Brassie's Naval Annual, 1909 10.00
The British Empire, Past, Present and
Future 4.50
Illustrated Catalogue of the Paris Salon
for 1909 2.50
The British Tar in Fact and Fiction, by
Commander Charles N. Robinson 12.00
The New Spirit in India, by H. W.
Nevison 3.50
Two Admirals, a Record of Life and
Service in the British Navy for a
Hundred Years with Portraits and
Illustrations 4.50
How to make a Hundred Break, by
Robert 80
Auction Bridge, by Capt. Browning 80
Peters' Pile, 1909 80
Parts I. and II. Cassella's Academy
Pictures 50
Dreams, by Olive Shreiner 80

LONG, HING & CO.,

17, QUEEN'S ROAD, CENTRAL.

DEALERS IN—
PHOTO GOODS of every description,
KODAKS, KODAK FILMS
& KODAK ACCESSORIES.
DEVELOPING & PRINTING
A SPECIALITY. [a809]

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct
Steamer Service by the S.S. "KORU MARU" and "SAIKO MARU" (2,877 tons each)
as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	
Arrive—Dairen (")	Saturday	Monday or Tuesday	
Lv. " " " "	Sunday	Tuesday	Friday
Ar. " Mukden " " " "	11 a.m.	" " " "	" " " "
Lv. " " " " "	8.50 p.m.	" " " "	" " " "
Ar. " Changchun " " " "	9.15 p.m.	" " " "	" " " "
Lv. " " " " "	5 a.m.	Monday	Wednesday
Ar. " " " " "	5.55 a.m.	" " " "	Saturday
Lv. " " " " "	5 p.m.	" " " "	" " " "
Ar. " Harbin (Russian Train)*	" " " "	" " " "	" " " "

Connecting at Harbin with { State Express for Moscow. Wagon-Lits for Moscow. State Express for St. Pet'g.

SOUTH-BOUND.			
Leave—Harbin (Russian Train)*	9 a.m.	Tuesday	Thursday
Arrive—Changchun (")	6 p.m.	" " " "	Saturday
Lv. " " " " "	7 p.m.	" " " "	" " " "
Ar. " Mukden " " " "	2.10 a.m.	Wednesday	Friday
Lv. " " " " "	2.30 a.m.	" " " "	Sunday
Ar. " Dairen " " " "	12.30 p.m.	" " " "	" " " "
Lv. " " " " "	afternoon.	" " " "	" " " "
Ar. " Shanghai (Steamer)	" " " "	Friday	Sunday
Ar. " " " " "	" " " "	" " " "	Tuesday

*Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are
obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.
and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "YAMATO")
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the
Company's management.

FUSHUN COAL.
FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add.: "MANTRU" Codes: A.B.C., 5th Ed., AI, and Lieber's. [137-722]

"WHITE HORSE" WHISKY.

MACKIE & CO. DISTILLERS LTD. Estab. 1742.
LAGAVULIN DISTILLERY, ISLAY.

SOLE AGENTS:
LANE, CRAWFORD & CO. \$15 PER DOZ.

NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused supplies. [a34]

FOR SALE ELECTRIC PLANT

Consisting of—
TWO 125 Kilowatt STEAM ALTER-
NATOR SETS, Output, 60 Amperes
at 2100 Volts. The Sets comprise Vertical
Compound Medium speed Engines, 205 revolu-
tions per minute, by Messrs. ROBEY & Co.,
direct coupled to Alternators by Messrs.
JOHNSON and PHILLIPS, complete with
Exciters, &c.
[a81]

ONE HORIZONTAL COMPOUND JET
CONDENSING STEAM ENGINE, 100
Horse power by Messrs. BROWNE and LINDLEY
For further particulars apply
HONGKONG ELECTRIC CO., LTD.,
St. George's Buildings,
Hongkong, 23rd April, 1909. [a81]

GRACA & CO.

(Established 1895)
No. 27 Des Voeux Road.
Dealers in
POSTAGE STAMPS
AND
VIEW POST CARDS:
Just Received a Selection of
SPANISH ILLUSTRATED
POSTAGE STAMP ALBUMS
of Latest Edition, from \$1.75 to \$16 Each.
Inspection Invited. [910]

THE DAIRY FARM CO., LTD.

SALTED AUSTRALIAN

PIGS' TROTTERS.

96 CENTS A DOZEN. [563]

DON'T DELAY CALLING!

JUST UNPACKED, a New Stock of
the Latest
FASHIONABLE GOODS,
Comprising:
Finest Dress-Necks, Plain and Striped.
White, Cream and Black.
Latest NOVELTIES in GLOVES:
Plain and Lace, Short and Long, Suede and
Best Lisle, White, Cream, Black, Grey and
Tan Assorted Shades.
HOOSAIN-ALI & Co.,
14, Queen's Road, Central.
Hongkong, 22nd June, 1909. [41]

HOTELS HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
String Band Plays during Tiffin and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
[a42]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a651]

"KINGSCLERE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 134.

Telegraphic Address: "SACHSOLA."
A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiard, Tennis, Croquet,
putting greens and fine stabling for horses.
[a45] Proprietress, Mrs. G. SACHSE.

"BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 690.
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL

TELEPHONE 197.

No. 2 QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHEW, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort
to Residents and Tourists.

Table D'Hôte at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.

For Particulars, apply to
M. MATTHEW,
Proprietress.

Hongkong, 6th October, 1908. [a43]

"BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA). MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (S.S. Sui An and Sui Tin) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address:—"BOAVISTA."
For Terms, apply to
[a156] THE MANAGER.

VICTORIA HOTEL

SHAM-HEEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAM-HEEN."

SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL.

MACAO.

MANAGER—MR. H. N. BEAUREPAIRE.

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRATA GRANDE

Both Hotels electrically lighted, and under
experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given
to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor.

[a1623]

THE GRAND HOTEL

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.

Situated in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE,
M. MAILLE, Proprietaires.

[a6]

INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLANDGENUINE AGE
AND
FINE MELLOW FLAVOUR.

PER DOZEN - - \$16.50

ROBT. PORTER & Co's
BULL DOG BRAND
GUINNESS' STOUT
IN PINTS AND SPLITS.A. S. WATSON & CO.
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news
columns should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.All letters for publication should be written on
one side of paper only.
No anonymously signed communications that
have already appeared in other papers will be
inserted.Orders for extra copies of DAILY PRESS
should be sent before 11 a.m. on day of
publication. After that hour the supply is
limited. Only supply for Cash.
Telegraphic Address: PRESS.
Code: A.B.C. 5th Ed. Lieber.
P. O. Box, 34. Telephone No. 12.HONGKONG OFFICE: 10A, DES VEXES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 2ND 1909.

It is somewhere about sixty years ago that
TENNYSON wrote "Locksley Hall," in
which the following lines occur:-Men, my brothers, men the workers, ever
r-aping something new;
That which they have done but earnest of
the things that they shall do;For I dig into the future, far as human
eye could see
Saw the vision of the world, and all the wonder
that would be;Saw the heavens fill with commerce, argosies
of magic sails,
Pilot of the purple twilight, dropping
down with costly bales.Heard the heavens fill with shouting, and
there rain'd a ghastly dew
From the nations' airy navies grappling
in the central blue.As far back as 1800 experiments in
artificial flight were made in England, but
the prophetic lines, we have quoted were
apparently written before the first flying
machine had been brought to public notice,
for "Locksley Hall" was published in
1842, while the first flying machine was
invented, according to the reference books,
in 1843. Its end, we need scarcely add, was
pieces! But, as a famous French writer
has told us, in the lexicon of youth which
late reserves for a bright manhood, there is
no such word as Fail. "Where there's a
will there's a way," and TENNYSON evidently
shared and was inspired by the eager
optimism of the few who were in those early
days tackling the problem of aerial flight.
It was not, however, till twenty years later
that the subject began to engage the serious
attention of scientific men. The Aeronau-tical Society of Great Britain was founded
by the DUKES of AROUNDE and others in 1866,
and in the years that followed the motion
of birds in relation to aeronautics was much
discussed. In England, in Germany, and in
the United States during the past sixty
years, men have been working at the problem
with dogged perseverance and firm faith in
ultimate triumph—a faith which remained
unshaken by a long succession of disappoint-
ments and defeats, to be at length
justified in the past two years by the
wonderful achievements of Count ZEPPELIN
and the brothers WRIGHT—achievements
which have compelled the entire world to
recognise that the airship is destined to be
of practical use in the world. It will
doubtless be a long time yet before airships
take the place of steamships—a long time
before we shall see airships as in the poet's
vision, "dropping down with costly bales" at
the world's centres of commerce; but when
we read in the Home papers of preparations
being made for regular airship services
between Zurich and Lucerne, and between
Paris and London, we are constrained to
recognise that the poet's dream is beginning
to materialise.It will be noticed that TENNYSON has given
first place to the commercial use of the air-
ship, but in the materialisation of the vision
it seems that the military uses of the air-
ship are claiming first attention. Except,however, for the purposes of observation in
war, the airship with its present limitations
is of little use when the combatants in the
field are on a fairly equal footing as regards
equipment in the scientific instruments of
war. We have been hearing much of the
value of the airship capable of being em-
ployed to drop explosives into an enemy's
territory, but no sooner was this idea
suggested than the scientific spirit of the
age was shown in the production of plans to
combat this new danger. We read of
armoured automobiles fitted with Hotchkiss
guns so mounted as to be easily trained on
an airship, which it appears must come within
a vertical distance of not more than
5,000 feet, and must be stationary for a time
to direct its missiles. Tests with the means
of destroying such airships are reported to
have been carried out in Germany with
satisfactory results. If, then, this use of the
airship is rendered impossible or unsafe, and
these "airy navies" are compelled to sail
in higher altitudes, they will have to be
reached by other ships, and some of us
therefore may still live to read in our daily
papers descriptions by Special War Corres-
pondents of "airy navies" grappling in the
central blue.The airship is yet in its infancy;
much yet remains to be done to give
the world confidence in its employment
for purposes other than observation in time
of war. Count ZEPPELIN's recent voyage of
nearly a thousand miles continuous travel-
ling was at once a triumph and a disaster,
for not only did the strength of a contrary
wind compel him to turn back when within
seventy miles of his goal, but in descending
in order to obtain a fresh supply of fuel the
ship was practically wrecked by coming in
contact with a tree. In this scientific age
we may reasonably hope that constant effort
will eventually in the discovery of more
reliable steering gear, if not in improvements
in the structure of the ship itself, which will
save these machines from such disasters, but
we cannot so confidently anticipate that such
ships will be made to "steer through the
gale." Yet, in face of the achievements of
recent years, who now will dare affirm that
the employment of the airship for commer-
cial purposes is destined ever to remain
an idle dream? Who thought sixty
years ago when TENNYSON published
"Locksley Hall" that before the first
decade of the Twentieth Century is out
we should have airships navigated in
"the central blue" for a thousand miles;
that passenger services in airships would be
instituted; and that the military depart-
ment of almost every nation in the world
would be regarding the airship as an
indispensable item in the equipment of an
army? Who dreamt that we should be
able to communicate for thousands of miles
across the ocean by wireless telegraphy? Truly,
it's a wonderful age we live in, and
the poet TENNYSON as a prophet will be no
longer without honour in his own country.The Third Cricket Test Match takes place at
Leeds to-day.Mr. B. G. Tours, of H.B.M.'s Consular service,
who has been home on leave, has just taken
charge of the Consulate at Amoy.Articles reported lost to the police aggregated
last year the value of \$19,043. The articles
recovered were valued at \$6,898.53.The Peak Tramway Ordinance is dead. The
Bill which has been before the Legislative
Council for some time to authorise the con-
struction of a tramway to the Peak was yester-
day withdrawn.Two Russians were brought before Mr.
Hazeland at the Magistracy yesterday on a
charge of being vagrants. They stated that
they had applied to the Russian Consul, but that
he had refused to assist them. They were sent
to the House of Detention.By the Stamp Ordinance which passed its
second reading and went through the committee
stage at the Legislative Council yesterday it
will be necessary after the first of January next
to affix a five cent stamp to all receipts for
amounts over ten dollars.In the report of the Captain Superintendent
of Police for last year the conduct of the
European contingent of the force is described
as very good, that of the Indian contingent as
being on the whole good, and that of the
Chinese contingent as being fair.Captain H. Mathews, of the a.s. Hupel, reports
to the police that some person entered his house
at 73, Caine Road on Wednesday morning by
an open window and stole a brass clock with
barometer valued at \$50, together with a sunshade
and an umbrella, which brought the total value
up to \$56.Attention is directed to an advertisement in
another column of a performance which takes
place to-morrow evening at the Portuguese
Club in aid of the sufferers by the recent
earthquake in Portugal. Officers and men of
the Vasco da Gama are giving the performance,
which it is hoped will result in a substantial
contribution to the relief fund.Friction has arisen between a number of
Chinese exporters in Hongkong and the Pacific
Mail Steamship Company over a notice in the
latter office which was offensive to the Chinese
and over alleged ill-treatment of Chinese
passengers. A boycott was threatened, if not
actually commenced, but the matters at issue
are likely to be satisfactory arranged.Mr. J. R. Wood at the Magistracy yesterday
investigated a charge of murder preferred
against a Chinese from Yantmat. It appeared
that a fortnight ago a quarrel took place at a
brothel at Yantmat and one man was stabbed in
the hip. He went away without complaint, but
a few days later he died from blood poisoning
and the man who inflicted the wound was ar-
rested and charged.According to the report of the Captain
Superintendent of Police, there was a decrease
in the number of cases reported to the police
last year as compared with the previous year.
There was, however, an increase in the number
of murders, robberies, larcenies from the dwell-
ing, and kidnapping cases, but fortunately this
still leaves a decrease of 64 in the number of
serious offences.The annual report of the Standard Life
Assurance Company for 1908 is now to hand.
It shows that the Company continues to make
satisfactory progress and maintains its position
in the front rank of British life offices. The
ratio of expenses and commission to total
premium income again shows a slight reduction,
and the report indicates a substantial increase
has been made to the Company fund. Mr. F. L.
Trevor is the secretary of the Shanghai office.At the Magistracy yesterday a Chinese
formerly in the employ of Mr. S. B. Ross, in
the New Territory, was committed to prison on
two charges of obtaining money by false pre-
tences. The second charge was that he went to
the sisters of the houseboy employed by Mr. J.
R. Wood and stated that he had been arrested
for gambling and that money was needed to have
him liberated on bail. One sister having no
money gave him three gold rings. Prisoner
was sentenced to three months' imprisonment
on each charge and also to be exposed in the
stocks for six hours.It is interesting to note from the report of
the Captain Superintendent of Police that 1,176
rickshaws were licensed in Hongkong during 1908,
which number has since been reduced by 175.
In Quarry Bay there are 50 licensed rickshaws and
250 in Kowloon. Chairs to the number of 569
were licensed in Hongkong and 60 in the Hill
district. Licences were issued last year for 25
private vehicles, including five motor cars, while
1,118 truck licences were also issued. Drivers
and bearers licenses to the number of 17,350 were
issued. As many as 1,760 dogs were licensed
last year.An amusing discussion took place at the
Magistracy yesterday over the pronunciation of
a name. Mr. Hazeland wished to know if P.S.
Brazil pronounced his name Bras-il, and when
the officer indicated replied that he pronounced
it Brazil (Braz-il), his Worship was apparently
not satisfied with this, for he appealed to Mr.
Jackson to say whether the name was Irish or
not. Mr. Jackson confessed to ignorance on
the subject, and then Mr. Hazeland asked the
officer—"Are't you an Irishman?" The sergeant
answered in the affirmative, but the matter was
not carried any further.

WATER POLO.

The water polo season opens to-day, when the
Lusitania Recreation Club meet the 83rd Co.
R. G. A. at the V. R. C. at six p.m. The L.
R. C. team will be—A. J. V. Ribeiro, J. M. C.
Lopes, F. L. da Rosa, C. M. S. Alves, E. M. C.
Romedios, C. A. C. Rodrigues, and R. A.
Cardalho. For sometime past players in the
nine teams entered for the Shield have been
hard at work getting into form, and some good
matches should be witnessed during the season.The second match arranged, also to be played
at the V.R.C., will take place on July 7th at 6
p.m. between the Corinthian Yacht Club and
the Boys' Own Club, and if the boys are in
smart in the water as they are on the football
field, the game should be well worth seeing.

TELEGRAMS.

[Protected by the Telegraphic Message
Copyright Ordinances 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

YOKOHAMA'S JUBILEE.

TOKYO, July 1st.

The Jubilee of the opening of
Yokohama to foreign trade is being
celebrated to-day, the Foreign Amba-
sadors being present.THE BRITISH MEDITER-
RANEAN FLEET.

LONDON, July 1st.

Sir Edward Grey, answering a
question put to him in the House of
Commons, said the Admiralty and
the Foreign Office had fully discussed
the advisability of withdrawing the
greater portion of the Mediterranean
Fleet for manoeuvres off the coast of
Scotland. There was nothing in the
political situation of the Mediterranean
to make it necessary to alter the
arrangements which have been made.

BRITISH REVENUE.

A TURN IN THE TIDE.

LONDON, July 1st.

The revenue for the past quarter
shows an increase of £1,382,065.

THE FINANCE BILL.

LONDON, July 1st.

The House of Commons has agreed
to Clause 1 of the Finance Bill. The
Closure was applied notwithstanding
the protests of the Opposition.[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS".]A GIGANTIC NAVAL
PROGRAMME.SUGGESTED BY LORD CHARLES
BERESFORD.

LONDON, July 1st.

Lord Charles Beresford, addressing
a meeting in the City, said he was
compelled to reticence regarding the
past and pending findings of the Com-
mittee of Inquiry into the State of the
Navy, but he urged the addition to
the existing programme of naval con-
struction by 1914 of ten Dreadnoughts,
sixty cruisers and fifty-two destroyers,
at a cost of from fifty-five to sixty
million pounds sterling.MARSEILLES STRIKE
RENEWED.

LONDON, July 1st.

The shipping strike at Marseilles
has been renewed owing to the ship-
owners refusing to discharge the
scratch crews.The Government has appointed an
Arbitration Committee to endeavour
to settle the dispute.

A YOKOHAMA GHOST STORY.

THE POLICEMEN AND THE ZOLIAN HARP.

According to the *Kokumin*, a rumor has, of
late, been current on the Bluff to the effect that
a ghost makes its appearance in the foreign
cemetery every night, and a sensation prevailed
among Japanese who always pass the road along
the cemetery connecting Motomachi and the
Bluff. Consequently, the Bluff police, in
co-operation with the Settlement police, sent
two policemen to the scene from the
nearest police boxes belonging to both
stations. While waiting for the appear-
ance of the alleged ghost late on the night of
the 15th, the two policemen actually noticed a
strange object, apparently moving about and
making a curious noise somewhere in the air
above the cemetery. The policemen were
astonished for a while, but carefully watching
the strange object they found that it was
suspended from a window of the American
Naval Hospital across the telephone line. As
a result of enquiries at the hospital the alleged
"ghost" was discovered to be a cardboard box,
about two feet long, which had been fixed up as
a Zolian harp by a blue-jacket under medical
treatment there. The curious noise was made
by the rumbling of the telephone line on a wire,
by means of which the paper "harp" was
manipulated by the ingenious player—*Japan's
Gazette*.

LATEST STEAMER MOVEMENTS.

The N.G.I. str. *Capri* left Singapore for this
port on the 1st instant morning, and may be
expected here on or about the 6th inst.THE CANTON SELF-GOVERN-
MENT SOCIETY.

THE "FATSHAN" AFFAIR.

Our Canton correspondent writes:—The
Self-Government Association, having received
no reply to the letter addressed to the Portu-
guese Consul on the 17th June, held another
meeting at the Wah Lum Temple yesterday
(June 29th) to discuss what further steps should
be taken in the matter. Thousands of people
attended the meeting. Chan Chung Kwin was
invited to take the chair and Chan Wai Po
was elected Vice-Chairman. The proceed-
ings opened with short speeches by the
Vice-Chairman, Messrs. Woo Shum Ching,
Ng Koon Ting, and Tam Shum Po, commenting
on the "unreasonable and uncivilized attitude of
the Portuguese Consul in connection with the
Fatshan case, and also on "the high-handed
measures" taken by the Portuguese in the
appropriation of certain places near Macao which
were Chinese territory. Lo Shew Ngo, Secre-
tary of the Association, read the letter addressed
to the Portuguese Consul on the 17th
June, after which the Chairman rose and
addressed the audience. He said that the
meeting was convened to discuss and obtain the
opinion of the members of the Association as to
what steps should be taken on three subjects.
He would deal with each of the subjects sepa-
rately and would ask them at the conclusion of
his speech to give their opinions as to what
measures of retaliation they should adopt. I do
not propose to give a full report of the Chair-
man's speech, as it would take up too much space
in your valuable columns, but only give you the
main points of the speech in regard to each
subject and the decision of the meeting.First, with regard to the *Fatshan* case
the Chairman said they were all aware
that it had been conclusively proved
that Noronha kicked a man to death on board
the steamer, and also how he had ill-treated
Chinese passengers. It was also clearly shown
in the case how careless the Captain was and
how he had endeavoured to protect Noronha.
The Portuguese Consul had not only refused to
hold a fresh joint investigation into the matter,
but had made all kinds of false accusations
against the Society in connection with this
affair. A letter had been addressed to the
Portuguese Consul requesting him to sub-
stantiate the statements made by him within
three days, but so far he had not been
able to find words to reply to the letter. This
alone showed clearly that he regretted having
made those statements. The Chairman said
redress should be obtained for the above griev-
ances and he asked them to consider what steps
should be taken.The audience answered that the Association
should address another letter to the Consul
giving him further time to reply, and if he an-
swers received on the date the Association should
inform their brethren both in China and abroad
as to what had happened. The Association
should also send a telegram to the Central
Government requesting them "not to recognise
this Portuguese Consul as an administrator
endowed with reason," and also requesting that
redress be obtained in this matter.

BOYCOTTING MACAO.

The Chairman's second topic was that
prostitution, gambling and opium-smoking
are evils which the people of any self-
governing nation should interfere with.
Macao, he went on to say, was one of the principal
places where pirates and robbers find refuge,
and it was also a resort for prostitution,
gambling and opium-smoking. Sometime ago
the members of this Association warned
their brethren to restrain their younger
brothers and sons from plunging into these
evil habits and to prohibit them from fur-
tively going over to Macao to gamble and smoke
opium; thus ruining their reputation and
injuring their health. Now that the Macao
boundary was being trespassed out, measures
should be taken to protect the Chinese people
from being beaten and disgraced by the
Portuguese.The audience was asked by the Chairman
to suggest means of protection, etc. They
answered that a resolution should be
passed warning people not to go to
Macao to gamble. They declared it to be
true that the Portuguese people have insulted
and beaten the Chinese people in a most dis-
graceful manner; such things were often
heard of. The Association should at once
apparently distribute circulars and also delegate
large numbers of deputies to proceed up-country
to give lectures and make public speeches
exhorting the public to refrain from going
to Macao.Then the Macao boundary question was
dealt with by the Chairman. There was no
doubt, he said, the old boundary line of the
Macao Concession was still in existence. It
was only in the 13th year of Kwong Shui that
the Portuguese encroached on Chinese territory.
This fact was known to both foreigners and
Chinese. The Portuguese had infringed the
Treaty and the Chinese must protect their
rights.Yeong Yew Tong rose to reply on behalf
of the audience. He said in this matter they were
all agreed upon sending telegrams to the
Chinese people both in China and abroad to be
firm in the maintenance of their rights. And
also that deputies should proceed up-country
and abroad to get the merchants affix their chops
to a document protesting against the arbitrary
measures taken by the Portuguese people in
annexing certain Chinese territories by force,
thus infringing the Treaty rights. They
must guard their doors against aggression and
cease to have any intercourse with such people.This declaration was received with great
applause. This ended the meeting and after
partaking of refreshments the people dispersed.

SUPREME COURT.

Thursday, July 1st.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

A COMPRADEUR'S LIABILITIES.

The appeal was continued against the decision
of the Chief Justice in the action in which Messrs.
S. J. David and Co. proceeded against their
compradores, Chan Ut Chin, to recover \$648,816.Messrs. D. MacNeil and C. G. Alabaster,
instructed by Messrs. H. J. Gedge and A. Jack-
son (of Messrs. Johnson, Stokes and Master),
appeared for the appellants (plaintiffs), while
Hon. Sir Henry Berkeley, K.C., and Mr. M. W.
Slade, instructed by Mr. J. Scott Harston (of
Messrs. Ewens and Harston), represented the
defendants.Mr. Slade, continuing his argument, went in
detail through the mortgage and the agreement.
From the recitals in the mortgage, he said, his
learned friend deduced an obligation on the
compradores, prior to the mortgage, to perform
the conditions set out in the proviso for redem-
tion. He submitted that not only would those
words not bear that construction, but they abso-
lutely negated any suggestion of the kind.His learned friend argued that it was apparent
from those words that there had been prior
negotiation between the parties which had re-
sulted in an agreement, and that the agreement
must have been that the compradores would
perform his duties. What those duties
were, were to be found in writing set out
in the proviso for redemption. In the
first place, with regard to that argument,
Counsel submitted that where negotiations had
resulted in an agreement in writing, the Court
could not consider what verbal agreement had
been arrived at, but could only consider the
agreement in writing. There were two agree-
ments in writing in this case; one was called
the mortgage and the other the agreement, but
both might be described generally as
contracts. The agreement between the parties
having been reduced to writing, the Court not
consider any antecedent agreement. He sub-
mitted the agreements in writing were plain:
There was the mortgage as a pledge of the
man's property and the subsequent agreement
as to personal services. The conditions upon
which the mortgage agreed to comply with the
requests were stated perfectly plainly and un-
ambiguously. He agreed to comply with the
requests upon the compradores entering into,
first of all, a mortgage, and secondly, an agree-
ment, or to put it in other words, upon first
of all pledging his property and then entering into
a personal contract.Mr. MacNeil, however, the compradores had
agreed to do.Mr. Slade—While the compradores had agreed
to do. He submitted into these two transactions
so that on the face of the recital of the mortgage
at the time when the mortgage was entered into
he had not entered into the personal contract
contained in the agreement, and it was not intend-
ed that he should have. It was intended distinctly
that that should be afterwards the intention of
the parties so that the firm, through their partner
the mortgage, should have a pledge of the
property before they obtained the services of
the compradores as compradores. There was
another reason beyond the words of the recitals
why the Court could not possibly construe the
previous negotiations and the verbal agreement,
if there was one, and that was, that the terms
of it were specified in the agreement in writing;
and from the agreement in writing it was
obvious that the agreement was not to be
performed within one year—it was for a term
of three years. Any verbal agreement not to be
performed in one year, and not evidenced in
writing, was a void agreement under the Statute
of Frauds. A prior date could not be given to
an agreement in writing than that which was
shown on the face of it, and in the agreement
in writing referred to, it was specifically stated
that it was entered into after the mortgage.
The hearing was adjourned.

THE NEW TERRITORIES.

The District Officer for the New Territories
reports as follows:—"Serious crime is less than
over, and the presence of the police is now
understood and appreciated. The rumour of the
removal of An Tai Station was at once followed
by a number of influential petitions for its
retention. Miss Bay alone has given much
trouble, but the enforcement of Section 29 of
the Local Communities Ordinance in Ping
Chat Island has done much towards bringing
this troublesome district into order. This
section of the Ordinance was also applied to
Shung Shui, but the conditions in this case
were not so much those of serious crime as of
defiance of the police. The effect of the ap-
plication has, I think, been excellent, as showing
the villagers that the Government does possess
an effective weapon for dealing with conspiracy
and passive resistance. The co-operation of the
Chinese officials over the border has also been
of the greatest value to us; and the feeling that
China no longer offers an asylum to the criminal
is responsible in no small degree for the
orderliness of the Territory."How to BE BEAUTIFUL—Keep your com-
plexion, Mrs. Ellen's Crème Chamois, Last
Charmant and Special Skin Tonic and Poudre
Charmant will enable you to do it. For
Specialties for the Skin are the study of a
lifetime. A. S. Watson & Co. Ltd. Sole Agents.
1453

NOTICE.

Communications, respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. 18th Feb.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor.

Apply to—**WM. MEYERINK & Co.**
Hongkong, 2nd July, 1909. [920]

LOST SHARES CERTIFICATES.

1. ANTHONY BABINGTON—
Scrip No. 77 51/60 10
78 61/70 10
79 71/80 10
80 81/90 10 40
2. CRESLEY EWENS—
Scrip No. 81 151/160 10
3. FUNG SHU SAU—
Scrip No. 83 182/190 9
84 191/200 10
85 201/210 10 29
4. ALEXANDER GEORGE GRANT GORDON—
Scrip No. 86 246/255 10
5. ELEAZER STIAS KELLY—
Scrip No. 87 311/320 10
88 321/330 10
89 341/350 10
91 351/360 10 40

129 Shares.

NOTICE IS HEREBY GIVEN THAT DUPLICATES of the above CERTIFICATES will be issued one month hence, and the ORIGINAL CERTIFICATES, unless produced at the Office of the General Managers within that period, will be held by the Company as null and void.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd July, 1909. [918]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino Union Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Algiers, Almeria and Malaga.)

THE Steamship "CAPRI".

Captain Dini, will be despatched as above on SATURDAY, the 10th inst., at Noon. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.
Hongkong, 2nd July, 1909. [4]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship "GLENHORN".

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 8th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 8th inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.
Hongkong, 1st July, 1909. [916]

FROM EUROPE.

THE H.A.L. Steamship

"SLAYONIA" Captain Peter, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 1st July, 1909. [917]

GILES'S CHINESE AND ENGLISH DICTIONARY

Enlarged to 1,800 Pages.
THOROUGHLY REVISED.
Fascicle 1. (296 pages) will be ready for delivery in July.
Price to Subscribers £5.50, payable on delivery of Fascicle 1.
Prospectus and Specimen pages upon application.
KELLY & WALSH, LD.
[863]

NEW ADVERTISEMENT

NAVY CONTRACT.

TENDERS are invited for the Supply of LABOUR and JUNKS in connection with the COALING of H.M. Ships, etc., at Hongkong for a period of 12 months from the 1st August, 1909.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, Hongkong, and should be returned not later than Noon, on 16th July, 1909.

A Deposit of One Hundred Dollars will be required from persons tendering. This will be returned in the event of non-acceptance of tender.

Hongkong, 2nd July, 1909. [919]

INTIMATIONS

WE HAVE This Day authorized Mr. JOHANNES EMIL MEYER to Sign our Firm Per Procuration.

GARRELS, BOERNER & Co.
Hongkong, 1st July, 1909. [914]

NOTICE OF REMOVAL.

WE have This Day REMOVED our Offices to YORK BUILDINGS, CHATER ROAD (Top Floor).

SCHULDT & Co.
Hongkong, 28th June, 1909. [899]

NOTICE OF REMOVAL.

ROYAL SWEDISH VICE CONSULATE.

THE OFFICE of the above Consulate has This Day been REMOVED to YORK BUILDINGS, CHATER ROAD (Top Floor).

S. SWART,
Vice Consul for Sweden.
Hongkong, 28th June, 1909. [900]

AO PUBLICO.

HAVERA na noite de SABBADO, 3 de Julho p.v., no sala "LUIZ DE CAMOES" do CLUB LUSITANO, a noite de caridade, promovida por um grupo uranistico do Cruzador "VASCO DA GAMA", a favor das victimas sobreviventes dos terremotos occorridos recentemente em Portugal.

Os bilhetes d'admissao estarao a venda na Secretaria do mesmo Club desde as 5 p.m. do dia 30 de corrente. Aceita-se por cada bilhete qualquer quantia não inferior a uma pataca.

J. J. COELHO,
Secretario.
Club Lusitano.
Hongkong, 29 de Junho de 1909. [913]

NOTICE

THE Undersigned are instructed to reinvest \$150,000 on Local Mortgages: Full Particulars of Securities offered should be submitted to—

DENNYS & BOWLEY,
Solicitors.
Supreme Court House,
Hongkong, 15th June, 1909. [854]

SUTTON'S SEEDS

Special Selected Collections for this Climate.

VEGETABLES AND FLOWERS
IN ART-TIGHT CASES.

To be obtained from
CHINA EXPRESS CO.,
Telephone 668. 3, Duddell Street. [50]

THE TRADE MARKS ORDINANCE.

1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that THE CHEMISCHE FABRIKEN VORM WEILER-TER MEER of Urdingen am Rhein in the Empire of Germany a corporate body according to the laws of the said Empire have on the ninth day of March, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS—

1. The representation of a mermaid in the sea picking up a pink rose on the sea with a ship and a rock in the background, the whole being surrounded by a fancy border with columns surmounted by a statue on each side and a garden and the Chinese characters 味地洋行 meaning Meyer foreign firm.

2. A flying eagle bears on his wings a group of crystals which throw their rays in all directions.

The ribbon for printing the name of the applicants thereon.

The whole is surrounded by a fancy border.

In the name of THE CHEMISCHE FABRIKEN VORM WEILER-TER MEER who claim to be the Sole Proprietors thereof.

The Trade Marks have been used by the Applicants in respect of the following Goods in the following Class—

DYES IN CLASS 4.

A facsimile of such Trade Marks can be seen at the Offices of the Colonial Secretary of Hongkong and of the Undersigned.

Dated the 9th day of June, 1909.

DEACON, LOOKER & DEACON,
Solicitors for the Applicants. [843]

COLD STORAGE.

THE Hongkong Ice Company, Ltd., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.
Hongkong 1st April, 1908. [948]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [415]

SIEN TING

SURGEON DENTIST.
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.
Hongkong, 21st September, 1905. [504]

DAVID CORSAIR & SON'S

MERCHANT NAVY BOILED LONG FLAX RELIANCE CROWN TARPULING ARNHOLD, KARBURG & CO. Sole Agents. [1674]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 £18,114,624.

Authorized Capital ... £23,000,000
Subscribed Capital ... £2,750,000
Paid-up Capital ... 687,500 0 0
II. Fire Funds ... 3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 21st July, 1908. [908]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 56SG. at \$6.37 and \$7.50 per 100. SPORTING REQUISITES and ALL GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [523]

GUNS

DIRECT from the Manufacturers at Lowest Prices. 12 bore Double Breach-loaders from 30s. each. Illustrated catalogue of LATEST MODEL Shot Guns, Combination Guns, Sporting Rifles, etc., post free.

C. JAMES & REYNOLDS,
George Street, Minorities, London, E.C., Eng. [64]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Cig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOOSE STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

A TACK & CO.

FURNITURE & PHOTO GOODS STORE.

26, DES VOUX ROAD, CENTRAL.

DEALERS IN LADIES' & GENTS' BOOTS & SHOES.

UMBRELLAS, &c., &c.

Cameras fitted with "Zeiss," "Goerz," "Ross" & "Aldis" Lenses.

DEVELOPING AND PRINTING A SPECIALITY.

Hongkong, 24th April, 1909. [37]

TO LET

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"ERANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.

Apply to—**ARRATON V. APCAR & Co.,**
14, Des Voux Road.
Hongkong, 3rd March, 1909. [399]

POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kulang, the Beautiful Summer Resort and Sanatorium, near Foochow, to be let, fully furnished; for the whole season. Apply to Office of this paper for references.

Foochow, 22nd May, 1909. [794]

TO LET.

HOUSE in KENNEDY ROAD, convenient locality; Electric Light installed.

Apply to—**N. S.**
Care of "Daily Press" Office.
Hongkong, 28th June, 1909. [901]

TO LET.

FIRST FLOOR, NO. 6, ICE HOUSE ROAD, NINE ROOMS, Electric Fittings, suitable for Offices or Dwellings. Also, GODOWN, No. 9, Duddell Street.

Apply to—**MR. A. B. AVASIA,**
1, Duddell Street.
Hongkong, 1st July, 1909. [912]

TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.

Apply to—**T. B. L.**
"Care of 'Daily Press' Office."
Hongkong, 11th May, 1909. [723]

TO LET.

UP-TO-DATE HOUSES in HUMPHREYS AVENUE, Kowloon, with Gardens at entrance.

Apply to—**TAM TSE KONG,**
42, Bonham Street West, or HUNG CHONG, 60, Elgin Road, Kowloon.
Hongkong, 4th June, 1909. [819]

TO LET

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRATA EAST.

Apply to—**CHATER & MODY,**
Victoria Buildings.
Hongkong, 1st February, 1909. [264]

TO LET.

HOUSE in Wong Nei Chong Road.

A HOUSE in RYDON TERRACE, OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING, GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Voux Road next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 1st July, 1909. [97]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weisman Ltd., for Tiffin Rooms.

Apply to—**YEE SANG FAT & Co.,**
Opposite General Post Office.
Hongkong, 21st June, 1909. [871]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRATA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply to—**GEO. FENWICK & Co., Ltd.**
Hongkong, 8th June, 1906. [96]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 1st July, 1909. [98]

TO LET.

NOS. 1 & 2, BEACONSFIELD ARCADE, facing the Parade Ground.

NEW FIVE ROOMED HOUSES in Skelley Street.

"BIRNAM BRAE"—31, Conduit Road. Furnished or Unfurnished Eight Roomed House, newly painted and done up. Billiard Room, 3 Bath Rooms, Drying Room, Store Room, Pantry and good servants' quarters. Tennis Lawn, Electric Light and Bells.

THE BYRNE, No. 13, Peak. Unfurnished from 1st June, 1909.

C.M.E. PEAK BUNGALOW, furnished, Modern Kitchen, from 1st October, 1909, to 30th June, 1910.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

ROBINSON ROAD, newly painted and color washed, exceptionally cheap rentals.

FOR SALE.—FOR CREDIT, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—**LINSTEAD & DAVIS,**
3rd Floor, Alexandra Buildings.
Hongkong, 2nd July, 1909. [100]

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11 Floor.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—**REUTER, BRÜCKELMANN & Co.**
Hongkong, 1st July, 1909. [911]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 1st July, 1909. [318]

TO LET.

"STOWFORD" 12, Bonham Road, and 5 STEWART TERRACE, the Peak.

Apply to—**A. B.**
Care of "Daily Press" Office.
[882]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godowns East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—**KAM FOOK,**
No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 5, Godown on the Spot.
Hongkong, 28th May, 1909. [797]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.

Apply to—**MESSRS. JARDINE, MATHESON & Co., Ltd.**
Hongkong, 31st May, 1909. [307]

TO LET.

FIVE ROOMED HOUSES at Kowloon.

1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumatei, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—**HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.**
Hongkong, 29th June, 1909. [509]

BANKS

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND " 5,752,884.84 (about £479,407)

HEAD OFFICE: AMSTERDAM.
HEAD-AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Bangkok, Samarang, Sourabaya, Charbon, Tegal, Pessalong, Pasuruan, Tjilatjepp, Padang, Medan (Deli) Palembang, Kota Radja, (Acheen) Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—**THE UNION OF LONDON AND SMITHS BANK, LIMITED.**

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.
On Current Account 2 per annum on daily balances.

On Fixed Deposits 12 months 4½ per annum. do. 6 months 4 per annum. do. 3 months 3½ per annum. do. 1 month 3 per annum.

THE PORTUGUESE MONARCHY AND THE CONSTITUTION.

(FROM "THE TIMES" CORRESPONDENT.)

Lisbon, May 29.
Dom Manuel II. ascended the Throne of Portugal a year and four months ago. He was then not much older than Queen Victoria at her accession, and far less well prepared for great responsibilities, and though his path was beset by difficulties from the first, he had no Lord Melbourne to guide him. For more than a year the tragic circumstances of his accession and the necessity of pursuing his studies at home contributed to render his appearance in public few and far between. Last March, however, a bull was given at the British Legation in his honor, and since this his first appearance at a social function, there have been several signs that the period of reserve is at an end.
No King ever had better reason to show himself to his people. Those who have come in contact with Dom Manuel are immediately impressed with that charm of manner which has been conspicuous in other members of his family. His round boyish face and smooth white brow give him a look of extraordinary youthfulness, while his quick appreciative glance and small half-smiling mouth betoken a keen sensibility, and a good deal of what the French call *temperament*. He has developed much and improved in looks in the last year, and what is more important both his appearance and manner give promise of further development in years to come. To see this "clean-looking cadet," as an English lady described him, at a reception or public function, passing easily amid the company shaking hands with the guests and stopping here and there for a few seconds of animated conversation, one would never imagine that he had but lately stepped out of the school-room to inherit a kingdom torn by political anarchy, together with a Constitution which the wisest monarch on earth might well find unworkable. Yet such is the fact.

FAILURE OF THE CONSTITUTION.
The Constitution given in 1825 by Dom Pedro IV. was based on the English model, but those who hoped that the following influence of time would limit the Royal Prerogative, and that the law would be tempered, as in England, by the practice of the Constitution, have been perpetually disappointed. It is true that with the amendment of the Constitution in 1832 the country entered upon an era of peaceful constitutional development, an era of conservative Government and liberal measures, which made it rival the achievements of English liberalism in the reign of Queen Victoria—a happy state of things which continued throughout the reign of Dom Pedro V. and through most of that of Dom Luiz. But shortly before the accession of Dom Carlos there came a change, of which the first beginnings may be traced in the repeal in 1880 by Senhor Luciano de Castro of the liberal law of public instruction passed two years before by Sampaio, and before the late King was firmly established on the Throne the country was already suffering from the reactionary policy of the so-called "regentist" parties, who were for the next 15 years were constantly directed to increasing the Royal power, centralizing all departments of public life, and ensuring the supremacy of their own caste. By an amendment of the Constitution in 1896 the elective portion of the House of Peers was suppressed. The House was introduced by which the "regentist" parties were enabled to remain in force the next if a new budget had not been passed by the Cortes at the end of the financial year. In the same year Senhor Joao Franco passed his law against anarchists, which virtually did away with free speech and with the liberty of the Press; and in 1901 the crowning mercy was reached in the shape of an electoral law designed to secure a monopoly of representation in the Chamber to the two "regentist" parties. The period reached its climax in the Dictatorship of General Franco, who wished to reform the nation by force. There is an element of truth in the view of Dr. Bernardino Machado, the most popular of the Republican leaders, and an accomplished enemy of the Monarchy:—"For the tragedy of February 1 the whole system was to blame, the whole policy of increasing the power of the Crown, which concentrated all powers and consequently all responsibilities in the hands of the head of the State and of his favorite Minister." Admiral Ferreira do Amaral was certainly sincere in his intention to reform the constitution and to hold free elections; but the Constitution is still unworkable, and as for the elections, it is an open secret that Senhor Amaral and his colleagues, faithful to the traditions of their office, arranged the composition of the Lower Chamber at the Ministry of the Interior, where the results were known a week before the ballot.

THE BURDEN OF THE CROWN.
Such is the burden which the King has to bear. The corner-stone of a centralized system which extends even to the colonies, the King of Portugal is practically an autocrat. He appoints and dismisses his Ministers as he likes, without regard to the desires of the country, for the country has no means of expressing its desire in an elected assembly. He knows that his "regentist" confers autocratic powers upon the Minister of the Interior, and with the certainty that his successor will be anything but an expression of the will of the electorate. Dom Manuel has already felt the burden of this responsibility. He has been called upon to solve two crises within the last two months which might have taxed the ability of the wisest monarch; and although he has been careful on each occasion to consult the leaders of all parties impartially, except the Republicans, and has had recourse to the advice of the Council of State whenever possible, he has nevertheless not escaped criticism. There is, in fact, an obvious tendency, not only in the Press, but among prominent politicians, to discuss and criticize the action of the Crown in the exercise of the Royal prerogative; while that solid species of loyalty which loads Ministers in England to shield the responsibility of the Crown behind their own is conspicuously lacking. The motto of the Portuguese Monarchy to-day is, in the words of a keen observer, "The King can do no right." Here there is no powerful aristocracy, as in England, to support the Crown and interpret it to the people; it may, indeed, be said that, owing to the unfortunate course which legislation has taken of late years, the Crown has lost contact not only with the mass of the nation, but even with that caste of politicians whose attempts to govern the country have been so disastrous. There is urgent need and a great opportunity at the present moment for that contact to be regained. Dom Manuel is in the position of those who know him, particularly well-fitted for the task. Will it be given to him to find a Minister wise enough to discern the signs of the times, and courageous enough not only to reform the Constitution, but to work it in a thoroughly liberal spirit? The answer must not be too long delayed.

ACTS LIKE A BURGLAR!

INDIGESTION
ROBS YOU OF SUPPORT.

Indigestion is like a burglar in the body. It robs you of that which you need for your own support and comfort. What is more, the burglar is often practically an invited guest. We often allow Indigestion to enter our systems through sheer carelessness.

We eat too much or we eat too little. We eat food that we like but which does not like us. We eat too quickly, generally, because we have to do so in these active, busy times. We commit many errors of diet, and Mr. Indigestion takes us off our guard, one day. Then we know what real misery is. The food we eat does us little or no good. Sometimes we cannot even eat the food necessary to sustain and invigorate us. We grow depressed, irritable, nervous, melancholic, lethargic, world-weary. What is to be done?

Don't try to cure Indigestion by starving yourself, as some may advise you to do. Don't become a food faddist, and limit yourself to any one special kind of food. Don't try the no-breakfast or any other meal-saving remedy. Keep your stomach tissues strong by eating good, nourishing food, and by taking Mother Seigel's Syrup to help you to digest it.

Indigestion—with all its accompanying disorders—constipation, biliousness, flatulence, heartburn, nausea, dizziness, liver complaint, arises from a weakened stomach. The stomach, being weak, is unable to perform its duties well, becomes charged with poisonous acids, fluids, and gases, and ferments. These force themselves into recognition, at the weakest point, by symptoms of pain or discomfort. Mother Seigel's Syrup cures all digestive disorders, by removing the cause and strengthening the weakened stomach.

A few doses of Syrup will tone up the weak stomach, cleanse the liver and kidneys, and make you cheery and well once more. The blood is purified, the muscles grow firm and strong, the nerves as true as steel, and the mind clear, alert, cheerful.

Mother Seigel's Syrup cleanses the whole system, and makes the human body secure against all nervous and functional disorders. By using it occasionally, you can eat a good meal without nervous anxiety about the morrow. You can enjoy life to the full, with the appetite and digestion of a healthy young plough-boy. That is the feeling which makes life worth living.

"The indigestion that attacked me began with a slight pain at my chest. Matters grew gradually worse, until I was forced to give up my occupation," says Miss E. Dawson, of Hill End, Redburn, Herts, in a letter dated July 27th, 1908. "Before this happened I had tried various remedies without success. I was eventually persuaded to try Mother Seigel's Syrup, and the cure of my medicine immediately followed, and by persevering with it to the extent of three bottles I was completely cured, and was able to resume my professional occupation."

Mother Seigel's Syrup is now also prepared in Tablet form, and sold as Mother Seigel's Syrup Tablets. Price 2/9 per bottle. (74-2)

PINEAPPLE CANNING IN THE FAR EAST.

Mr. C. F. Deichmann, American Consul at Tamsui, states that the pineapple is perhaps the most important and valuable of all the fruits of Formosa. Formerly the pineapples were practically all consumed in the districts where grown, and their cultivation for more than the local needs was not deemed profitable, as the cost of transportation to non-producing districts was quite high as well as uncertain, and made the fruit so expensive there that the demand was practically nil. However, the advent of the railroad has made a great change in this industry by making it possible to ship the fruit cheaply to all parts of the island, thereby lessening the price in the non-producing districts and increasing it in the producing districts and greatly stimulating the cultivation of pineapples, which has now become a profitable industry. The building of large canneries has still further increased the production and importance of this industry by assuring the grower of a market for a certain amount regularly, besides enabling him to utilize any surplus production and to produce the fibre from the leaf. The largest cannery is at Hozan, in Hutan Prefecture, and was established in April, 1901, by the late Baron Kodama, former governor-general of Formosa. The output has been steadily increasing, and in the past five years has almost quadrupled. The output for the last five years is as follows: 1904, 94,400 tins; 1905, 98,000 tins; 1906, 220,000 tins; 1907, 330,000 tins; 1908, 350,000 tins. This cannery also extracts the fibre from the long leaf of the pineapple, which is used in the manufacture of grass cloth and produces annually about 75,000 pounds of fibre. It is managed and financed by Japanese. At Tamsui, in Hsioh Prefecture, is another large cannery, owned by Maruko and Co., of Kyoto, Japan, which has a capacity of 100,000 tins. This enterprise was so successful in 1908 that the owners proposed to enlarge their plant to a capacity of 300,000 tins annually. At Nishichisu, in Hsioh Prefecture, a company has been formed by a Formosan Chinese to operate a pineapple cannery. The cannery in Daito, Tainan, has a daily capacity of 3,000 tins, and employs from 60 to 70 men when working full time. It is owned and managed by native Chinese. The number of tins put up in 1908 by the four canneries in operation last season is as follows: Tainan, 110,000 tins; Shoka, 100,000 tins; Hozan, 350,000 tins. Their total value was about 50,000 dollars, the exports being to Japan. It is hoped that the markets of Korea and Manchuria will offer a big field for this fruit from Formosa, and efforts are being made by the Japanese to introduce it there as well as increase the demand in Japan.

The pineapple growing and canning industry in the Hawaiian Islands is rapidly extending. Large shipments are made, especially to the United States proper. The amount of canned fruit (practically all pineapples) thus forwarded here in the calendar year 1908 amounted to \$144,000, against \$126,000 in 1907 and \$50,000 in 1906. The present acreage of pineapples in Hawaii is estimated at 4,540 acres, from which 350,000 to 400,000 cases are expected for the year ending May 31, 1909. For the year ending March 31, 1908, the pack was about 190,000 cases, and only 95,000 cases for the previous twelve months. As an indication of the further extension of this industry the Honolulu Chamber of Commerce Annual says: Judging from the plantings that have been made which will fruit the following year, the pack for the year ending May 31, 1910, will run in the neighborhood of 550,000 cases, and if all these plantings to plant pineapples during the coming summer carry their plans to maturity the output for the year ending May 31, 1911, would be likely to run close to 1,000,000 cases.

The pineapple industry is now most extensive in the Straits Settlements. From Singapore

in 1907 preserved pineapples were exported to the extent of 845,900 cases, valued at over \$350,000.

THE ROMANCE OF A FORTUNE.

Home papers contain accounts of the death of M. Chauchard, the Paris "Whitely," and his remarkable bequest.

Universal provider, art connoisseur, and benefactor to the poor, he was one of the most remarkable men in France. He started as a messenger boy and ended as owner of a business with a yearly turnover of no less than £700,000. When getting £1 a week as a shop assistant in a small haberdashery establishment he suddenly threw up his position. He and another assistant, equally poor, decided to launch out on their own account, and it is a curious fact that they induced people with money to lend them £40,000. M. Harist, his comrade, had ideas. M. Chauchard supplied the faculty of organization, and as a result of the partnership they built up the Louvre stores, one of the sights of Paris, and one of the greatest concerns of its kind in the world.

Everything he touched seemed to turn into gold. But he never forgot his humble origin, and was always ready to lend a helping hand to the unemployed and necessitous. When there was not a vacant post in his vast warehouses, he would make one for a deserving case. After sixty years' labour he retired, the possessor of unbounded wealth. This money he has spent and given away with a prodigal hand. His mansion in Paris was furnished in the style of a royal palace, and he decorated it with pictures from some of the most celebrated galleries in the world.

His magnificent collection of pictures worth about £1,000,000 have been left to the nation, and in consideration of this prospective bequest he received the Grand Cross of the Legion of Honour, a distinction usually reserved for crowned heads.

Every Christmas this philanthropic millionaire gave away £8,000,000, and repeatedly he has made other huge gifts to the poor.

The Pavillon de Madame, formerly a dwelling of the Kings and Queens of France at Versailles, he bought for his own work-people, and it is now a place to which they can retire in their old age. His personal fortune is at least £5,000,000 and some estimates place it as high as £10,000,000.

One correspondent writing before the funeral on June 7th states that M. Chauchard, the multi-millionaire founder of the Louvre, who has left a fortune of £5,000,000, will take about £300,000 with him into the grave. His body was dressed in evening clothes to-day and laid in the magnificent coffin of amaranth wood and sculptured bronze, the construction of which was personally superintended by the owner during the closing years of his life. The coffin alone cost £2,000, and is so heavy that fourteen men will be required to move it.

In the buttonholes of M. Chauchard's embroidered white silk waistcoat are four pearls worth more than £20,000. The broad ribbon of the Grand Cross of the Legion of Honour, the highest decoration bestowed by the French Government, lies across his breast with the enamelled cross set with diamonds.

"The shroud is of cloth of gold, and cost £500. Surrounded by these costly memorials of his former splendour, the body of the dead multi-millionaire lies in the drawing-room of his palace in the Bois de Boulogne. Representatives of the Paris Press were admitted to view it to-day by M. Gaston Calmette, the editor of "L'Echo," who is a legatee to the extent of £20,000.

M. Chauchard's funeral on Thursday will be one of the most imposing and picturesque ceremonies seen in Paris for a long time. The service will be held at the Madeleine, and afterwards the ornate funeral car, surrounded by highly-paid muffs in costly trappings, will proceed through the principal streets to Pere Lachaise Cemetery.

Following is a list of the principal bequests made by M. Chauchard:

A lady who nursed him for years £2,000,000	80,000
M. Gaston Calmette, editor of the "Figaro"	600,000
M. Leygues, ex-Minister of Justice	2,000
Employed at the Louvre	8,000
Port of Paris	40,000
Mme. Leygues	40,000
Daughters of M. and Mme. Leygues, each	20,000
Mlle. Leger, daughter of an ex-senator	20,000

M. Chauchard has bequeathed his wonderful collection of paintings, bronzes, and marbles to the State, and notification of this fact was conveyed to-day to the Minister of Fine Arts.

CURIOUS PERSONALITY.
M. Chauchard kept to the last a curious complexity of spirits, which made him as remarkable as his enormous wealth. Although he hated display of a vulgar kind, he loved to impress people with his great wealth, and he honestly imagined himself to be one of the greatest men in the history of France.

His house opposite Longchamp race-course, which is unsurpassed in beauty and position, has been one of the "show" places of Paris, and this was undoubtedly responsible for the presence of many distinguished guests at his Saturday dinners who would not otherwise have honoured M. Chauchard.

But this beautiful house and its beautiful gardens were filled with all sorts of childish things among the exquisite pictures. Thousands of visitors in Paris have noticed the bronze dog and other reproductions of animals in the garden. Each of them is worth a large sum, and M. Chauchard never knew that they were somewhat out of place on the lawn.

He was a lover of puns, of large cigars, and of himself. A few months ago, when a flatterer told him that he, Pasteur, and Victor Hugo were the three greatest men in the history of France, M. Chauchard remarked in all innocence: "Do you know, I should never have thought of Pasteur!"

In trade the man was a genius. He was a pioneer in bargain sales. Rolls of silk were cut up on purpose to form romances.

He was the inventor of the free lunch idea, but soon after he tried the experiment he suppressed it because, as he himself told a friend, he noticed two ladies eat three sandwiches and drink two glasses of wine apiece, and then leave the shop after buying a reel of cotton on which there was less than half a farthing profit.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail, also Table of the Yearly Approximate Average for 34 years—From 1874 to 1907. Price 2/6 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

THE SEEKER AFTER HEALTH

Is always glad to hear of a medicine that has been frequently tried in complete similarity to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys

SHOULD TAKE

these pills. They are a skillful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

BEECHAM'S PILLS.

Sold everywhere in boxes, price 9d. 1/11 & 2/6.

A LUTE OF JADE.

In "A Lute of Jade" Mr. L. Cranmer-Byng adds one of the most interesting volumes, and certainly the most charming, to "The Wisdom of the East" series. It consists of selections from the classical poems of China. Mr. Cranmer-Byng was a poet before he was a translator, which is more than can be said of most translators. It is now nearly seven years since his "Never-ending Wrong" introduced us to Chinese poets formerly known only in the prose versions of Professor Giles. Some of those versions are included here. The poets represented include Tu Fu, Li Po, Po Shi-i, and Ssu-K'ung T'ung, and an introduction touching on the ancient ballads, poetry before and during the Tang dynasty, Chinese verse form, and the influence of religion on Chinese poetry, gives the ignorant reader enough to enable him to enjoy these pieces intelligently. Without any introduction the reader would be inclined to think that he was wandering in a world of modern European poetry newly discovered. It would be absurd to say that Mr. Cranmer-Byng recreates the poems in English, but he does something all but equally difficult—he turns them into prose, freely readable English verse in which it is easy to get a suggestion of the extraordinary beauty of the originals. The latest of these poems dates from the Eleventh Century, long before the earliest of English lyrics. Yet time after time we have found poems which in England could not have been conceived fifty years ago. The feeling for Nature is specially modern in its tenderness and melancholy. The following is by Li Po, who lived A.D. 702-762:

The yellow dust winds round the city wall;
The crows are drawn to nest,
Silently down the west
They hasten home, and from the branches call.
A woman sits and weaves with fingers left
Her story of the flower-lit stream,
Threading the jasper gauze in dream.
Till like faint smoke it dies; and she, bereft,
Recalls the parting words that died
Under the easement some far eventide,
And stays the disappointed loom,
While from the little lonely room
Into the lonely night she peers,
And like the rain, unheeded fall her tears.
The feeling in this would have been novel
fifty years ago. "Under the Moon"
Under the crescent moon's faint glow,
The washerman's bat resounds afar,
And the autumn breeze sighs tenderly.
But my heart has gone to the Tartar war,
To block Kansuh and the steeples of snow,
Calling my husband back to me.

The emotion belongs to no time or place. The poems are not less intelligible and delightful when they are more particularly Chinese in form, as in "Tears in the Spring":

Clad in blue silk and bright embroidery,
At the betrothal of Spring the fair young bride,
On whom as yet sorrow has laid no scar,
Climbs the Kingfisher's Tower. Suddenly
She sees the bloom of willows far and wide,
And grieves for him who lent to fame and war.

The volume deserves wider attention than might appear from its inclusion in an educational if popular series.—London Telegraph.

Apollinaris

"THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO HIS MAJESTY THE KING AND H.R.H. THE PRINCE OF WALES.

For Table Use and Mixing with Wines and Spirits.

[607-1]



ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1908. With INDEX. Price 7/50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 21st January, 1909.

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by "DODWELL & Co., Ltd., Agents."

Hongkong, 25th June, 1909. [894]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th July, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th July, at 9.30 A.M.

All Claims must reach us before the 10th July, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo. Ex. S.S. "SACHSEN" from Smyrna via Naples. Ex. S.S. "CAROTO" Catania via Port Said.

NORDEUTSCHER LLOYD, MELBOURNE & CO., General Agents.

Hongkong, 29th June, 1909. [5]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 6th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 30th June, 1909. [1]

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S

OLD VAT

SCOTCH WHISKY.

THE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

PER CASE

9 1/2

THIS VAT WAS STARTED BY THE LATE ROBERT WATSON OF GLENROTH AND HAS BEEN SOLD AS A SINGLE VAT

704

TANGS MARU, Japanese steamer, 3830, H. Yamamoto, 18th June—Kobe 10th & Moji 15th June, Matches and General Goods Shown Kaisha.

TAIKOAN MARU, Japanese steamer, 2933, Fukui, 28th June—Mitsui 22nd June, Coal—Mitsui Bussan Kaisha.

TAIWAN, British steamer, 1042, Everett, 22nd June—Chefoo 17th June, General—Wing Shing & Co.

TANGO MARU, Japanese steamer, 4627, S. Ishikawa, 22nd June—Seattle and Shanghai 19th June, General. Nippon Yusen Kaisha.

TIPANAS, Dutch steamer, 2444, A. Pander 26th June—Swatow 25th June, General—Jawa-China-Japan Line.

VICTORIA, Swedish steamer, 989, T. Ekstet, 20th June—Hohow 29th June, General—Wallen & Co.

VORWARTS, German steamer, 643, Ullendorp, 30th June—Penang and Singapore 18th June, General—Jensen & Co.

YATSHING, British steamer, 1424, M. Courtney, 26th June—Chingwangtao 20th June, Coal—Jardine, Matheson & Co.

YCHOOW, British steamer, 1286, Wavell, 29th June—Moji 23rd June, Coal—Butterfield & Swire.

YUENSWAN, British steamer, 1128, P. H. Rolfe, 28th June—Manila 25th June, General—Jardine, Matheson & Co.

ZAIRO, British steamer, 1625, Rodgers, 28th June—Manila 26th June, General—Shewan, Tomes & Co.

SHIPPING IN PORT.

STEAMERS.

ANHUI, British steamer, 1350, J. Meathwell, 9th June—Shanghai 6th June, General—Butterfield & Swire.

CAMBAYAS, British steamer, 2053, Bainbridge, 19th June—New York 24th April and Sabang 6th June, Kerosene—Standard Oil Co.

CHANGCHOW, British steamer, 1202, A. Partridge, 24th June—Chingwangtao 18th June, Coal—Butterfield & Swire.

CHIHUI, British steamer, 1143, Warrack, 26th June—Hohow 15th and Cebu 21st June, Sugar—Butterfield & Swire.

CHINHUA, British steamer, 1248, A. Harris, 28th June—Shanghai 24th June, General—Butterfield & Swire.

DEWERT, British steamer, 1562, J. Jenkins, 22nd June—Saigon 18th June, Rice—Man Fat.

DRAGON, German steamer, 1057, Fr. Rohwaldt, 15th June—Bangkok 6th June, General—Butterfield & Swire.

DRUFAR, Norwegian steamer, 1102, J. Bing, 21st June—Swatow 20th June—Hamburg—America Line.

EMPEROR OF CHINA, British steamer, 3046, W. Dawson, R.N.R., 24th June—Vancouver 3rd June, General—C. F. E. Co.

FOOSHING, British steamer, 1423, T. Lishman, 25th June—Ta-Ching-Ho 18th June, Salt—Jardine, Matheson & Co.

FREYA, Norwegian steamer, 710, C. S. Christensen, 25th June—Bangkok 18th June, Rice—Chinese.

GERMANIA, German steamer, 1000, H. Flugel, 17th June—Sydney 27th April, Copra—Shimssen & Co.

HAICHING, British steamer, 1267, W. C. Passmore, 30th June—Fochow & Swatow 29th June, General—Douglas, Laprak & Co.

HAILAN, French steamer, 877, O. A. Hork, 27th June—Hohow 25th June, General—A. R. Marty.

HANGCHOW, British steamer, 999, Mawley, 17th June—Chinking 17th June, General—Butterfield & Swire.

HANGSHAN, British steamer, 1356, S. Wilde, 26

SHIPPING.

ARRIVALS.

DAIJI MARU, Japanese str., 900, H. Murayama, 1st July—Swatow 30th June, General—Osaka Shosen Kaisha.
 FITZPATRICK, British str., 2,875, E. E. Hutchinson, 1st July—Colombo 18th June, Ballast—Doddwell & Co.
 GLENKALN, British str., 2,855, W. J. Houghton, 1st July—London 16th May, General—MacGregor Bros. & Co.
 HALVARD, Norwegian str., 1,207, R. Raneberg, 1st July—Bangkok 22nd and Hoihow 30th June, General—Aagaard, Thorsen & Co.
 ICHANG, British str., 1st July—Canton.
 LINAN, British str., 1,352, C. C. Williams, 30th June—Shanghai 27th June, General—Butterfield & Swire.
 MEERPOO, Chinese str., 1,339, L. McArthur, 1st July—Shanghai 27th June, General—C. M. S. N. Co.
 SEMPER, British str., 3,797, H. D. Clark, 1st July—San Francisco 2nd and Mororan 22nd June, Oil—Standard Oil Co.
 SITHONIA, German str., 6,500, H. Brohmer, 1st July—Hankow 25th June, General—Hamburg-Amerika Linie.
 SLAVONIA, German str., 2,829, B. Peter, 1st July—Singapore 24th June, General—Hamburg-Amerika Linie.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

1st July.
 C. Dieckmann, German str., for Hoihow.
 Hama, French str., for Quing Chow Wan.
 Hoping, British str., for Hongkong.
 Mafo, Chinese str., for Canton.
 Sthonia, German str., for Shanghai.
 Sthonia, British str., for Straits.
 Spar, Norwegian str., for Bangkok.
 Tatham, Maru, Jap. str., for Kuchinotzu.

DEPARTURES.

1st July.
 ALEXANDER, U.S. transport, for Shanghai.
 BANRI MARU, Japanese str., for Moji.
 BENJAMIN MARU, Japanese str., for Swatow.
 C. DIECKMANN, German str., for Hoihow.
 FURTHOR, Norwegian str., for Haiphong.
 GLENKALN, British str., for London.
 KWANTUNG, Chinese str., for Swatow.
 MANSHU MARU, Japanese str., for Moji.
 NANSU, British str., for Singapore.
 P. R. LEVON, German str., for Europe, & Sardinia.
 SARDINIA, British str., for Shanghai.
 TOTOJI MARU, Japanese str., for Shanghai.

SHIPPING REPORTS.

The British str. Fitzpatrick reports: Fine weather throughout, S.W. wind prevailing.
 The British str. Glenkall reports: Heavy rain up to 10 degree E and moderate monsoon on board.
 The British str. Linan reports: Shanghai to Nankai, light S.E. winds and fine, thence moderate S.W. gale, followed by light S.W. winds and fine.

VESSELS IN DOCK.

July 1st.

ABERDEEN DOCK.—Argus, Hulan, Frege, H.M.S. Hardy.
 COSMOPOLITAN DOCK.—
 TAIKOO DOCK.—Maple Leaf, Anhui, Hang-chow, Chin-lua, Tjipana.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING."
 Captain A. E. Gentles, will be despatched for the above ports TO-MORROW, the 3rd July, at Noon.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd.
 Agents.
 Hongkong, 26th June, 1909. [879]

SHIRE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE."
 Capt. W. O. Tyers, will be despatched as above on or about the 12th July.
 For Freight apply to
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 24th June, 1909. [884]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA."
 Captain Hayes, will be despatched as above on or about the 20th July.
 The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery and Electric Fans in State-rooms. Doctor and stewardess are carried.
 Fare to London £35.
 For Freight, or Passage, apply to—
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 24th June, 1909. [885]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.
 (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."
 Captain McArthur, will be despatched as above on WEDNESDAY, 24th July, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To ensure the additional comfort of passengers the Steamer of the Company have electric fans fitted in state-rooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & Co., Agents.
 Hongkong, 6th June, 1909. [906]

VESSELS ADVERTISED AS LOADING

Do ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k w," together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	O. Jones, R.N.R.	P. & O. S. N. Co.	On 10th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SIMLA	Brit. str.	—	C. D. Goldsmith, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 14th inst.
LONDON & ANTWERP	SEBASTIA	Brit. str.	—	Hayes	JARDINE, MATHESON & Co., Ltd.	About 20th inst.
ROTTERDAM, MARSEILLES & HAMBURG &c.	SEBASTIA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINIE	On 20th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SEBASTIA	Ger. str.	k. w.	Jäger	MELCHERS & Co.	On 20th inst.
HAYRE & HAMBURG via STRAITS, &c.	SEBASTIA	Swed. str.	—	v. Delareet	HAMBURG-AMERIKA LINIE	Middle of July.
HAYRE, COPENHAGEN & ST. PETERSBURG	SEBASTIA	Ger. str.	k. w.	Laocotte	HAMBURG-AMERIKA LINIE	On 4th inst.
HAYRE, BREMEN & HAMBURG, &c.	SEBASTIA	Ger. str.	k. w.	Laocotte	MESSAGERIES MARITIMES	On 6th inst. at 1 p.m.
HAYRE, ROTTERDAM, BREMEN & HAMBURG &c.	SEBASTIA	Fr. str.	—	A. Christmann	NIPPON YUSEN KAISHA	On 7th inst. at D'light.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	BIRGO MARU	Jap. str.	—	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	About 12th inst.
MARSEILLES, LONDON & ANTWERP	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 21st inst. at D'light.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	About 28th inst.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	KAWACHI MARU	Jap. str.	—	J. Randermann	MELCHERS & Co.	On 30th Aug. at Noon.
CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c.	YORCK	Brit. str.	—	—	—	On 14th inst. at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	YORCK	Brit. str.	—	—	—	About 13th inst.
BOSTON & NEW YORK via PORTS & SUEZ CANAL	YORCK	Brit. str.	—	—	—	On 10th Aug.
BOSTON & NEW YORK	YORCK	Brit. str.	—	—	—	To-morrow, at 6 p.m.
VANCOUVER via SHANGHAI JAPAN, &c.	YORCK	Brit. str.	—	—	—	On 14th inst. at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	YORCK	Brit. str.	—	—	—	To-morrow.
TACOMA via KESONG SHANGHAI JAPAN, &c.	YORCK	Brit. str.	—	—	—	On 6th inst. at 4 p.m.
TACOMA via KESONG SHANGHAI JAPAN, &c.	YORCK	Brit. str.	—	—	—	On 10th inst. at 4 p.m.
VICTORIA, B.C. & SEATTLE via KESONG, &c.	YORCK	Brit. str.	—	—	—	On 9th inst. at Noon.
AUSTRALIAN PORTS via MANILA	YORCK	Brit. str.	—	—	—	On 19th inst. at 4 p.m.
AUSTRALIAN PORTS via MANILA	YORCK	Brit. str.	—	—	—	On 21st inst. at Noon.
AUSTRALIAN PORTS via MANILA	YORCK	Brit. str.	—	—	—	On 6th Aug. at Noon.
AUSTRALIAN PORTS via TIMOR, PORT DARWIN, &c.	YORCK	Brit. str.	—	—	—	On 11th inst. at D'light.
AUSTRALIAN PORTS via MANILA	YORCK	Brit. str.	—	—	—	On 9th inst. at 5 p.m.
MOJI	YORCK	Brit. str.	—	—	—	On 7th inst. at Noon.
KOBE & YOKOHAMA	YORCK	Brit. str.	—	—	—	On 7th inst. at Noon.
KOBE & YOKOHAMA	YORCK	Brit. str.	—	—	—	On 30th inst. at 5 p.m.
NAGASAKI, KOBE & YOKOHAMA	YORCK	Brit. str.	—	—	—	On 6th inst. at 4 p.m.
NAGASAKI, MOJI, KOBE & YOKOHAMA	YORCK	Brit. str.	—	—	—	On 5th inst. at Noon.
NEWCHANG	YORCK	Brit. str.	—	—	—	To-day.
SHANGHAI, YOKOHAMA & KOBE	YORCK	Brit. str.	—	—	—	To-day, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	To-morrow, at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 4th inst. at D'light.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 4th inst. at D'light.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 5th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 6th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 8th inst. at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 10th inst. at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 11th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 12th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 13th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 14th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 15th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 16th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 17th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 18th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 19th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 20th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 21st inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 22nd inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 23rd inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 24th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 25th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 26th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 27th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 28th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 29th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 30th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 31st inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 1st inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 2nd inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 3rd inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 4th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 5th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 6th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 7th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 8th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 9th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 10th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 11th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 12th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 13th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 14th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 15th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 16th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 17th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 18th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 19th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 20th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 21st inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 22nd inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 23rd inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 24th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 25th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 26th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 27th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 28th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 29th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 30th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 31st inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 1st inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 2nd inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 3rd inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 4th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 5th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 6th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 7th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 8th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 9th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 10th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 11th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 12th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 13th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 14th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 15th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 16th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 17th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 18th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 19th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 20th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 21st inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 22nd inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 23rd inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 24th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 25th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 26th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 27th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 28th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 29th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YORCK	Brit. str.	—	—	—	On 30th

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 8th July	Freight and Passage.
LONDON via USUAL PORTS	ASSAYE	Noon, 10th July	See Special of Call.
LONDON and ANTWERP	SIMLA	About 14th July	Freight and Passage.
ANG, COLOMBO, PORT SAID and MANILA	Capt. C. D. Goldsmith, R.N.R.	July	
SHANGHAI, MOJI, KOBE, SYRIA and YOKOHAMA	Capt. D. C. Gregor, R.N.R.	About 16th July	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 2nd July, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, TSINGTAU, WEIHAI, WEL, CHEFOO and TIENSIN	"HUICHOW"	On 2nd July, 4 P.M.
BATAVIA, SAMARANG and SOERABAYA	"SHANTUNG"	On 2nd July, 4 P.M.
CEBU and ILOILO	"ICHANG"	On 3rd July, Noon.
NEWCHANG	"CHANGCHOW"	On 3rd July, 3 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 4th July, D'light
SHANGHAI	"LINAN"	On 4th July, D'light
MANILA	"TEAN"	On 6th July, 4 P.M.
SHANGHAI	"YINGCHOW"	On 8th July, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 9th July, 4 P.M.
SHANGHAI	"CHENAN"	On 11th July, 3 P.M.
MANILA	"TAMING"	On 13th July, 3 P.M.
SHANGHAI	"ANHUI"	On 15th July, 4 P.M.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
SS. "LINTAN" and SS. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Y.R.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.
TELEPHONE 36.
For Freight or Passage apply to—
HONGKONG, 2nd July, 1909.

BUTTERFIELD & SWIRE,

AGENTS.

11

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOY & FOOCHOW	FRIDAY, 2nd July, at 2 P.M.
"HAIKUN"	SWATOW	SUNDAY, 4th July, at Noon.
"HAIKAN"	SWATOW, AMOY & FOOCHOW	TUESDAY, 6th July, at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 1st July, 1909.

[10]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Friday, 2nd July, 4 P.M.
MANILA	"YUENSANG"	Friday, 2nd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"NAMSANG"	Saturday, 3rd July, Noon.
SHANGHAI	"FOOSHING"	Sunday, 4th July, D'light
SHANGHAI	"YATSHING"	Tuesday, 6th July, Noon.
TIENSIN via WEIHAIWEI & CHEFOO	"CHIFSHING"	Tuesday, 6th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 6th July, 3 P.M.
KOBE & YOKOHAMA	"HINSANG"	Wednesday, 7th July, 3 P.M.
MANILA	"LOONGSANG"	Friday, 9th July, 4 P.M.
MOJI	"CHUNGANG"	Sunday, 11th July, D'light

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamer have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
HONGKONG, 2nd July, 1909.

GENERAL MANAGERS.

[16]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDRESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 3rd July, Noon.
RUBI	2540	R. W. Almond	Manila	On 10th July, Noon.

For Freight or Passage apply to
SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 28th June, 1909.

[14]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	BINGO MARU Capt. A. Christensen	6500	WED'DAY, 7th July, at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	KAWACHI MARU Capt. H. Peterson	6500	WED'DAY, 21st July, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. S. Ishikawa	8000	TUESDAY, 6th July, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	AKI MARU Capt. K. Sato	7000	TUESDAY, 20th July, at 4 P.M.
KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon.
BOMBAY via SINGAPORE and COLOMBO	YAWATA MARU Capt. T. Sekine	5000	FRIDAY, 6th Aug., at Noon.
SHANGHAI, MOJI, KOBE and YOKOHAMA	TAMBA MARU Capt. C. H. Butler	6500	WED'DAY, 7th July, at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	COLOMBO MARU Capt. M. Winkler	5000	FRIDAY, 9th July, at 5 P.M.
	BOMBAY MARU Capt. W. A. Evans	5000	TUESDAY, 13th July, at Noon.
	ATSUTA MARU Capt. Wm. Thompson	9000	THURSDAY, 15th July, at Noon.
			FRIDAY, 30th July, at 5 P.M.

† Fitted with New System of Wireless Telegraphy.

‡ Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Co.'s Newly Built 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KAMO MARU - (Capt. F. L. SOMMER) - About Wed. 23rd July.

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 25th August.

ATSUTA MARU - (Capt. Wm. THOMPSON) - About Wed. 22nd Sept.

MYASAKI MARU - (Capt. W. BAINBRIDGE) - About Wed. 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd " \$80 \$70 \$60 \$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

HONGKONG, 8th June, 1909.

T. KUSUMOTO, MANAGER.

[15-93]

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, YOKOHAMA & KOBE:

S.S. SLAVONIA ... 2nd July

S.S. ANDALUSIA ... 13th July

S.S. SAXONIA ... 20th July

S.S. DORTMUND ... 26th July

S.S. SPEZIA ... 13th Aug.

S.S. C. FERD. LAEISZ ... 17th Aug.

HOMEWARD.

For HAVRE, BREMEN & HAMBURG:

S.S. SCANDIA ... 6th July

For ROTTERDAM, MARSEILLES & HAMBURG:

S.S. ISTRIA ... 20th July

For HAVRE & HAMBURG:

S.S. BRASILIA ... 20th July

For HAVRE, ROTTERDAM, BREMEN & HAMBURG:

S.S. SEGOVIA ... 4th August

For ANTWERP, ROTTERDAM & HAMBURG:

S.S. SAMBIA ... 20th August

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

[12]

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBERG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
-------------	----------	------------------

SHANGHAI, YOKOHAMA and KOBE "YEDDO" ... 5th July.

HAVRE, COPENHAGEN and ST. PETERSBURG "SLAM" ... Middle of July.

For Further Particulars apply to

MELCHERS & Co.,

AGENTS.

HONGKONG, 11th June, 1909.

[6]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-IBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:—

14, WATER STREET, YOKOHAMA.

[759]

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON-OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHI	JAVA	First half of July	SHANGHAI	First half of July
TJILIWONG	JAPAN	First half of July	JAVA	First half of July
TJIPANAS	SWATOW	First half of July	JAVA	First half of July
TJIKINI	JAPAN	Second half of July	JAVA	Second half of July
TJIBODAS	JAVA	First half of Aug.	JAVA	First half of Aug.
TJILATJAP	JAVA	First half of Aug.	SHANGHAI	First half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor, Hongkong, 2nd July, 1909.

Telephone No. 375.

[18]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU ... 6000 tons gross ... Sail Aug. 30th, at Noon.

S.S. HONGKONG MARU ... 6000 " ... Oct. 26th, at Noon.

S.S. MANSHU MARU ... 500 " ... Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yok Buildings.

Hongkong, 29th June, 1909.

[462]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR

STEAMERS

TONS

LEAVES

TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA

"TACOMA MARU" ... 6,178 ... SATURDAY, 3rd July

"FITZPATRICK" ... 4,476 ... SATURDAY, 3rd July

"SEATTLE MARU" ... 6,178 ... SATURDAY, 28th August

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steamer.

Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR

STEAMERS

LEAVES

TAMSU via SWATOW, "DAIGI MARU" ... SUNDAY, 4th July, at 10 A.M.

ANPING via SWATOW, "SOSHU MARU" ... WED'DAY, 7th July, at 10 A.M.

AMOY ... Capt. K. Sui ... at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSEUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

[877]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STE

